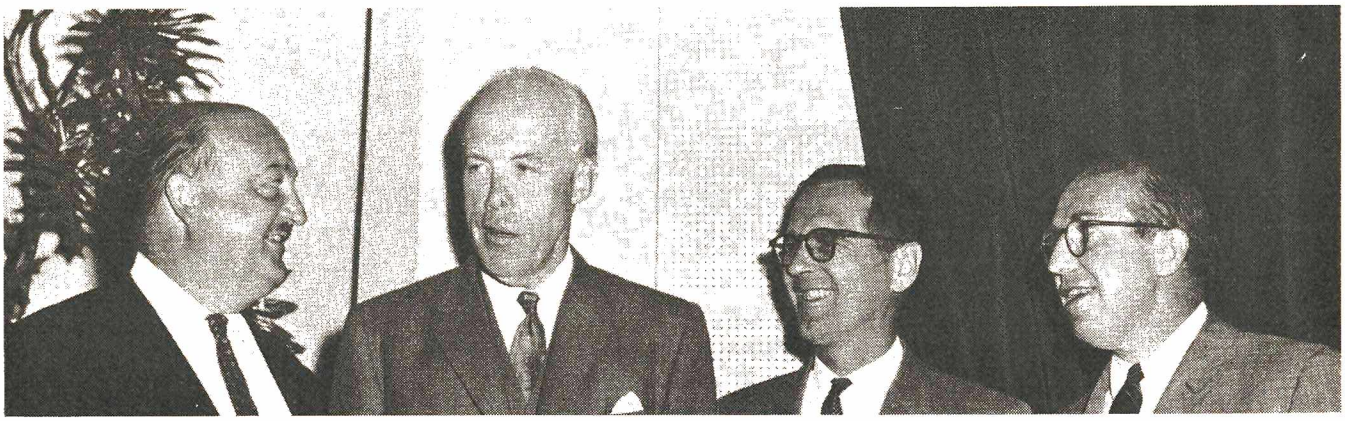
COMMUNITY PLANNING NEWS

Number 5, November 1959

BUSINESSMEN CALLED TO LEADERSHIP



Head table guests at a special luncheon in Montreal, one of the features of the 1959 National Planning Conference. Louis A. Lapointe, Q.C., director of the Place des Arts, chats with E. R. Alexander, President of the Montreal Board of Trade, and Roger De Serres, President of La Chambre de Commerce de Montréal, co-chairmen of the luncheon, and James W. Rouse, President of ACTION, who was the guest speaker.

Invités de la table d'honneur à un luncheon spécial à Montréal qui fut l'un des points saillants de la Conférence Nationale d'Urbanisme de 1959. Louis-A. Lapointe, C.R., directeur de la Place des Arts, cause avec E. R. Alexander, président du Montreal Board of Trade, et Roger De Serres, président de la Chambre de commerce de Montréal, co-président du luncheon, et James W. Rouse, président de ACTION qui était le conférencier invité.

"If the ten top businessmen in Montreal, or any other city, decide they want to make their city what it should be, they now can do so", said James W. Rouse, addressing a special luncheon during the National Planning Conference. Over 60 leading Montreal businessmen joined conference delegates to hear Mr. Rouse, a mortgage banker and the President of ACTION (American Council to Improve Our Neighbourhoods), make a strong appeal to businessmen to establish an organization devoted to the planned renewal of the city.

"We have the essential knowledge to make a city efficient, effective, livable, beautiful", he said. "There is absolutely no excuse for any American or Canadian city not to make itself into the sort of city it wants to be."

Mr. Rouse cited the case of his own city, Baltimore, where 50 leading businessmen set up an organization in 1955 to tackle redevelopment problems.

"We succeeded in getting approved a major expressway that had been defeated by politicians for years. We got the city to float a $12,000,000 bond issue for a civic centre. We employed our own planners to do an exhaustive study of the central business district. We subsequently presented a bold new plan for its redevelopment to the mayor which will involve the demolition of 22 acres and the closing of five major

(continued on page 2)

NOUVELLES D'URBANISME

streets. This was approved and the land is now being acquired. The whole thing will cost $125,000,000, but the city will get its money back in two and a half years."

He warned that a piecemeal approach to redevelopment would not work. Simply clearing 100 acres of land inevitably sets up a chain reaction in city growth. "What is needed is a total plan for the entire metropolitan area."

Mr. Rouse stated, "Businessmen must assume real leadership. They must not just put their names on a letterhead, or send a representative to a meeting, but they must be themselves prepared to give time to learn the city's needs, to support or prod city officials, to develop acceptance for the things that have to be done."

CONFERENCE COMMENTS

A Tremendous Opportunity

The final problem to be exposed in this paper is how we can achieve the city of tomorrow. This is to some extent the culmination of all the previous problems mentioned. Through the urban renewal process, citizens and public officials in our communities have been given the tremendous opportunity—almost a free hand and certainly a unique challenge—to produce something superbly good. Some cities may find a little of the genius that made colonial Williamsburg or that produced and executed the designs of the great building eras of Paris, Venice or Rome. A trip through Europe shows that some cities have shaken off the ashes of World War II and have emerged beautiful and great. The reconstruction of others is definitely second rate. Probably a good deal of our urban renewal in the United States will be second rate. There is pressure for us to move fast to select politically attractive projects, to provide low rents and otherwise to let immediate concerns dominate long-term values.

There are, however, a number of instances in the United States where local enthusiasm and the spark of genius have combined to achieve reconstruction of lasting merit. Some of these projects are just getting under way at the present time, such as the Society Hill Project in Philadelphia, the Sacramento Capital Project, the Lincoln Square Project in New York and the Hyde Park-Kenwood Project in Chicago. Others like the Pittsburgh Golden Triangle Project are complete. . .

It is reconstruction like this, if we can achieve it—rather than clever administrative solutions—that should make us remembered by posterity as active citizens, public officials and private developers.

John R. Searles, Jr., President, National Association of Housing and Redevelopment Officials.

City Planning and Finance

A simple matter of money has put the damper on many needed or useful projects. This situation can be relieved to a large extent when the town planner knows exactly what is practical to attempt and when to do it.

How can he know? I think the town planner cannot, unless he is backed by the combination of his own efficient departmental organization within a financially sound city administration. The two conditions are essential, for there cannot be orderly and deliberate progress whatever the independent efforts of the town planner and the finance officer. Each must keep the other fully informed. The flow of information should derive methodically and systematically through official administrative instruments. This does not preclude the need of frequent personal contacts between the planner and the finance officer. . .

Lactance Roberge, Director of Finance, City of Montreal.

"Amusing, Civilized and Carefree"

. . . He decided that downtown shopping should be expensive, amusing, civilized and carefree, and that there should be all manner of service and attention to the whims and good taste of his customers. There would be room for strolling in the sunlight, protected from the elements and from traffic; there would be the chance to dance in the open air, and the formal and informal delights of a pleasure garden were to be combined with exhibitions, displays, and quality shopping. There was to be a great node of communications and an intense concentration of activity at their hub. He wanted a permanent population in the heart of his centre and activity in all manner of pedestrian streets and parades and prospects and squares at many different levels. There would be cascades, reflecting pools, hanging gardens, boulevards and sidewalk cafes; coffee houses with entertainment and the bustle of lively discussion; clubs with quiet and dignified restraint; peaceful sculpture gardens and retreats in the very heart of this activity. High towers, with apartments and roof gardens; underground parking and warehousing; underground subways and bus stations. All manner of ingenuity and flexibility, and that rare quality, an adaptable and adjustable heart to the metropolis. It was a completely artificial creation, but such an interlacing of indoor and outdoor space and such an ingenious and enlightened compound of activities, that it delighted the people. And they came and spent freely.

The result you all know: the great firms and others like them, broke through the inactivity of officials and timidity of financiers. By imagination and boldness, by thinking of spontaneity and the variety of life, they remade our cities and still made money. . .

Norman Pearson, Director of Planning, Hamilton-Wentworth Planning Area Board.

Transport en Masse

Il y aura des crises désastreuses dans plusieurs cités du Canada en raison de l'accroissement rapide de la population, de la congestion grandissante de la circulation, des coûts augmentant et des problèmes d'administration. Il faudrait donc se préparer à avoir recours davantage au système de transport en masse et à restreindre l'emploi des voitures particulières dans les régions d'affaires.

Pour réaliser cet objectif, la coordination est nécessaire. Par coordination, il faut entendre la création d'un système qui emploie chaque mode de transport—automobile, autobus, transport rapide ou voie ferrée dans la capacité à laquelle il peut être le mieux affecté pour répondre aux exigences finales—pour que le déplacement des gens soit rapide, sûr, efficace, confortable et peu coûteux.

Le planning fragmentaire doit être remplacé par un planning unifié et de grande envergure de tous les services calculés

d'après les faits et orientés vers l'accomplissement de l'objectif fondamental.

Une demande pressante de produits et de services crée des problèmes et des occasions favorables. En urbanisme, le défi de trouver des moyens de mettre le programme de renouvellement urbain en oeuvre—tant dans la réhabilitation du logement que dans le développement de nouvelles constructions commerciales et industrielles, et les moyens à trouver pour le déplacement rapide des gens—suscite de nombreux problèmes. Cependant, le rythme du développement technologique est tel qu'il offre des perspectives de nouveaux produits sur une grande échelle, l'amélioration des anciens produits et une révolution dans l'emploi sage des ressources.

Bien que plusieurs des innovations que l'on prédit ici pour les cités de l'avenir puissent sembler fantastiques, la plupart d'entre elles sont présentement en usage.

Colonel S. H. Bingham, O.B.E., Ingénieur-conseil, New York.

Planning Cities for Children

The city planner, however, like the sociologist, has cut himself off from politics; and, even worse than the sociologist, he has been little concerned with sociological factors in the environment he has been helping to create. His emphasis has been too often on zoning, traffic problems, industrial location and demolition of blighted areas. His "neighbourhood conservation" has been concerned with patching up the brick and mortar rather than the lives of those who live behind it. His "urban renewal" has ignored the moral and spiritual renewal of the people whose houses have been taken away from them to be rebuilt for the better-heeled. "Slum reclamation" or "rehabilitation" has ignored the reclaiming and the rehabilitation of the lives of children who have strayed from the path. Almost every aspect of city planning has emphasized the physical while the social aspects have been viewed as incidental.

The same thing may be said of the housing expert and housing official. Despite the growingly serious social impact of housing disorder, the emphasis on housing production still dominates our thinking on housing and obscures considerations of family welfare. . . .

By default we continue to endorse the casual and haphazard way that families form, drift into parenthood, knock about from one dwelling to another and make a series of hit-or-miss efforts at community living. Someday perhaps we shall realize how much it really costs our society to respect only the solvency of the investment and to pay little heed to the social welfare of the inhabitants.

The responsibility of the planner should be greater today than ever before. . . . The city planner and the housing official are for the first time posed to manipulate environment. Government, in fact, has become the main influence in the creation of environment. It must therefore assume the praise or blame for what eventuates.

Charles Abrams, Consultant to the U.N. on Housing and Town Planning.

Industry and Housing

The establishment, in a small community, of a plant employing 4-500 employees has a considerable effect. Among other things, it increases the population by over 1,700 people, and requires the building of approximately 400 houses. Room must be found on the streets for 800 more vehicles, parking and circulating on arteries that were not designed for this purpose. In fact, there is a chain reaction which is often not fully appreciated locally. Consequently many towns are not prepared for this type of invasion. They have neither planned nor prepared for it and often find the experience quite costly. Many towns today are virtual "bedroom communities" depending on a very limited tax base while others are actively promoting industrialization, offering tax discounts and other inducements without even considering housing requirements. One of the results is congested roads full of commuters.

It is encouraging to see small communities taking an interest in industrially developing the community—but this should take place after study and planning. It is indeed unfortunate that so many municipalities promote the establishment of industries without considering the physical effects, and more important, the financial costs. Often, communities in close proximity to a town where a large, new industry is established are more affected than the municipality where the industry locates, which points out the need not only for local planning, but for regional planning as well.

Industry today prefers to see zoning and planning; it is to them a sign of a progressive community spirit and a guarantee of well ordered progress.

W. J. Lavigne, Manager, Industrial Development Department, Shawinigan Water and Power Company.

Highways in the Urban Region

The degree of success of urban highway planning in metropolitan areas is today in great part dependent upon the adequacy of land-use data and projections by the community planner.

There is, however, an increasing need for continuity of uniform basic data collection in urban areas, similar to the statewide highway planning surveys. By this means, both highway and community plans may be interrelated or adjusted to meet changing conditions.

Gordon B. Sharpe, Chief, Urban Highway Planning Section, U.S. Bureau of Public Roads.

The Cost of Metropolitan Planning: The London Experience

I want to say with emphasis that, in my view, there can be no satisfactory planning in large urban areas without a satisfactory system of metropolitan government. But this does not mean that over-all planning by a metropolitan authority necessarily means that the local authorities are ignored. No, the metropolitan authority and the local municipalities should become partners in planning. . . .

In my view, a satisfactory system of metropolitan government will involve two fundamental features: (1) The citizens will own a dual allegience, (a) to the over-all metropolitan authority, (b) to the authority of their local area. (2) No part of a metropolitan community will "live to itself". . . .

Planners, whether in Canada or in Britain, have a noble aim in the achievement of which the greatest good of the greatest number must be sought. Selfish personal interests, and even selfish community interests—for communities can be selfish —must be sublimated in plans for the benefit of the larger community. May the Community Planning Association of Canada flourish in its endeavours to further this noble aim!

Norman G. M. Prichard, Chairman, Finance Committee, London County Council.

Regional Planning

Regional planning techniques are being increasingly applied to master plans for metropolitan areas by United Nations technical assistance experts. Thus the master plans for the development of Rangoon, Cairo, Djakarta, Amman, Beirut, Karachi, Asuncion and San Salvador, all show that planning has not been confined to cities alone but has been extended beyond their administrative limits in an effort to solve some of the metropolitan problems. There is also evidence that regional planning considerations are being taken into account in the development of rural areas and regions of resource development. Regional planning is therefore fast becoming an established approach in many countries. . . .

Perhaps it is the field of training for town and regional planning that is being influenced most by international action in physical planning. The need for specially-trained personnel is now being increasingly recognized, and serious efforts are being made by governments of the less developed countries, in collaboration with the United Nations, to provide suitable training facilities for their nationals in town and regional planning.

Oliver Weerasinghe, Chief, Physical Planning Section,
Housing, Building and Planning Branch, United Nations.

Planning Downtown Redevelopment

Proper planning of Place Ville Marie, one part of the emerging mosaic of downtown, cannot hope to solve all the downtown's problems. Likewise to try to provide any major improvement, for example a subway or an east-west expressway, as separate and uncoordinated undertakings can only lead to uneconomical results and disaster.

What then can ignite a spark to initiate an over-all approach to the problems that face the downtown . . .? Obviously the interests in the downtown must become conscious of the necessity and be willing to work and spend for a proper solution. The budgetary limitations and day-to-day work load on every civic department means that they require assistance.

How do we in the business community help? Here the significant achievements of Philadelphia, Pittsburgh, San Francisco and other cities afford rewarding precedents. These are precedents for all cities and are particularly apposite to Montreal. The approach should follow the following general lines.

First: Top leadership of the community must be prepared to coordinate interests in the downtown. A body should be formed dedicated to the spearheading of activity directed to the improvement of the downtown core.

Second: The aims and goals of this organization must be dedicated to an unselfish concern about the over-all problems of the downtown, and nothing else.

Third: This organization must be completely removed from the political arena.

Fourth: This organization must be prepared to raise money to finance proper technical studies in close and intimate cooperation with all civic departments. The need for planning the future of Montreal is immediate and obvious. The time is already late.

David Owen, Vice President,
Webb & Knapp (Canada) Limited.

How Can We Enlist Popular Support for Urban Renewal?

In this field, that is the creation of public awareness, the municipal government should take the lead wherever possible. Assistance, general direction, or financial aid may come from provincial and federal levels, but the actual work of creating support for urban renewal and carrying through a program of urban renewal should still be controlled by the local government which is, after all, nearest to the people who will be affected. . . .

But the responsibility not only belongs to the municipality, it must be *accepted* by the municipality if urban renewal is ever to be a vital part of the local community. . . .

As soon as a resolution asking for assistance gets on the books, both senior governments send small armies of personable and efficient people who are eager to lend their experience to solve our immediate problems.

Before this initiating resolution gets on to the books, however, there has to be a certain amount of work done by the aldermen, convinced of the need for urban renewal, on their colleagues who may not be equally convinced, or who are so busy doing other equally worthy tasks that they do not wish to be distracted.

Mrs. Lin Elliott, Alderman, Kingston, Ontario.

La Tâche est lourde

Il est indiscutable qu'il nous faut maintenant rendre notre action plus effective en travaillant de plus en plus étroitement avec les chefs de l'entreprise privée, avec les organisations ouvrières et avec les associations civiques s'intéressant à l'éducation, au bien-être familial et aux autres problèmes sociaux. Il nous faut agir beaucoup plus en profondeur que par le passé pour rallier à notre cause les hommes d'affaires, les officiers municipaux, et tous les citoyens, en leur procurant, à eux et aux urbanistes, ce point de rencontre indispensable à la discussion et à la solution de leurs problèmes communs. La grande tâche qui s'impose à nous maintenant et qu'il nous faut accomplir pour éviter de mourir d'inaction et survivre c'est d'élargir nos horizons, c'est de convertir à notre idéal ceux-là qui sont intéressés à l'urbanisme ou affectés par l'urbanisme, à tous les niveaux d'influence, à la fois dans le domaine de l'entreprise privée et dans celui de l'administration publique! La tâche est lourde et comporte bien des écueils!

C. E. Campeau, deputé, président de l'ACU.

The Significance of Vertical Flight for Civic Administrators and Planners

I maintain that we would be wise to establish the closest rapport with aircraft manufacturers for the purpose of interpreting, with the least delay, the environmental consequences of their inventiveness, both to the manufacturers and our Committees, civic and governmental, and especially to attempt to foresee and encourage their progress with critical appraisals of the social changes to be anticipated.

The ship, the train, the automobile and the flight-through-speed aircraft have all imposed a relatively constricting pattern upon the landscape in their systems of set-surface routes. By contrast, the stage or platform-based vehicle would appear to be highly advantageous to urban convenience. If such is really to be the case, then it is time that the remoteness of the aeronautical engineer from the planner was ended, for the aircraft designers are about to place at our disposal the most consequential instrument for urban change which this generation is likely to experience (apart, that is, from high explosives).

Patrick Horsbrugh, Deputy Director of Planning,
Hamilton-Wentworth Planning Area Board.

Planning and Power—The Nuclear Future

Nuclear power is safe now. . . In Ontario, one third of all power generation will be nuclear by 1980. . . If, due to mistaken attitudes, these new power stations are sited in the country with the full rigmarole of sparse population requirement, and large, fenced-off exclusion areas to keep the public out, they will take over more of our fast-disappearing usable open space—the last resorts? They will not have helped at all to ease the land use problems which the coal station gives rise to. And their cost will remain high because of transmission costs and the purchase of exclusion area land, so they will not be very interesting to the utility engineer who will adopt them reluctantly where he can still get hold of some coal. And we, the community, shall not deserve the benefits we have rejected.

. . . The real benefits to the community brought about by the use of nuclear power stations in the *right* places are:

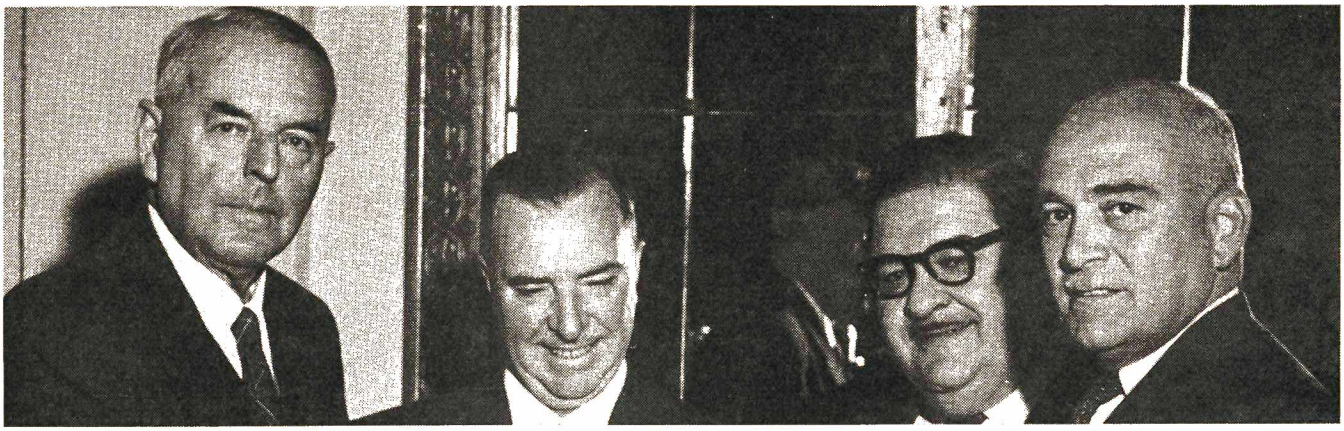
Really clean air. This has an effect on health, vegetation, buildings and therefore on our whole environment and standard of living.

Space saving. No large railroad yards, coal dumps or ash disposal area with the barriers to good land use that these constitute.

Good appearance. Our power station is as important to our lives as the banks, hospitals, city halls which we rely on every day; like them, it should be recognizable and a source of civic pride.

R. B. V. Simmons,
Canadian Westinghouse Company Limited.

DÉCERNEMENT D'UN TITRE HONORAIRE



The presentation of an Honorary Membership in CPAC to the Honourable Paul Dozois, at the National Planning Conference. From left to right: The Honourable Sir Brian Dunfield, Q.C., past president of CPAC; the Honourable Sarto Fournier, mayor of Montreal; C. E. Campeau, M.P., President of CPAC, and Mr. Dozois. The citation, read by Sir Brian Dunfield, is printed below:

Honourable Paul Dozois

In greeting you as an Honorary Member of this Association, we wish to pay tribute not only to the pre-eminent part which you have played in the progress of planning within our communities, but to the high value of the personal support which, in the exercise of the important public functions entrusted to you by your fellow-citizens, you have given to the fundamental aims of Community Planning.

You joined the ranks of the Association in its formative years, and those who have sought to improve the welfare and the living conditions of your fellow-citizens have always found in you not only a wise friend, but a friend ready to take responsibilities.

In the City of Montreal, of which you were a municipal councillor from 1942 to 1947 and a member of the Executive Committee from 1947 to 1956, you served steadily on commissions and committees related to community planning and major public works. You assumed the presidency of the Committee on Traffic and Parking and of the Study Committee on Slum Clearance, the report of which is known to all Canadians as the Dozois Plan, now being implemented under the name of the Habitation Jeanne-Mance.

In this respect we wish to recall most particularly the vigorous support that you gave to those citizens' organizations which were instrumental in making possible the realization of this first project of Slum Clearance, Urban Renewal and Public Housing in the metropolis of Canada.

To the Department of Municipal Affairs of the Province of Quebec, of which you have been minister since 1956, you brought a long experience in business affairs, a record of service to the community and a profound understanding of human needs that lie beyond mere material considerations.

Over and above your responsibilities as a business and political man, you have generously put your knowledge and abilities at the service of your fellow-citizens, thus becoming to all of us a prime example of active leadership directed toward the greatest good of the community, the province and the entire nation.

Présentation d'un certificat de membre honoraire de l'ACU à l'honorable Paul Dozois, lors de la Conférence Nationale d'Urbanisme. De gauche à droite: L'honorable Sir Brian Dunfield, C.R., ancien président de l'ACU; L'honorable Sarto Fournier, maire de Montréal; C-E. Campeau, M.P., président de l'ACU, et monsieur Dozois. La citation, lue par Sir Brian Dunfield, est reproduite ci-après:

L'Honorable Paul Dozois

En vous proclamant membre honoraire de notre association, nous désirons rendre hommage à la part prépondérante que vous avez prise au progrés de l'urbanisme dans nos municipalités et à la valeur de l'appui personnel que, dans les hautes fonctions publiques que vous ont confiées vos concitoyens, vous n'avez jamais cessé d'accorder aux buts fondamentaux poursuivis par l'urbanisme.

"Vous avez joint les rangs de notre association presqu'à ses débuts, et ceux qui ont cherché à améliorer le bien-être et les conditions de vie de vos concitoyens, ont toujours trouvé en vous un ami non seulement avisé mais aussi prêt à assumer des responsabilités.

"A la Cité de Montréal, dont vous avez été conseiller municipal de 1942 à 1947 et membre du Comité exécutif de 1947 à 1956, vous n'avez jamais hésité à servir sur les commissions et comités reliés à l'urbanisme et aux grands travaux publics. Vous avez en particulier assumé la présidence du Comité de la circulation et du stationnement et surtout du comité d'étude de l'élimination des taudis dont le rapport, connu de tous comme le Plan Dozois, est aujourd'hui en voie de réalisation sous le nom des Habitations Jeanne-Mance.

"Nous tenons à souligner tout particulièrement à ce sujet la vigueur avec laquelle vous avez soutenu les mouvements d'action populaire qui ont provoqué la réalisation du premier projet d'élimination de taudis, de rénovation urbaine et d'habitation publique dans la métropole du Canada.

"Au ministère des affaires municipales de la province de Québec, dont on vous a confié la direction depuis 1956, vous avez apporté une longue expérience des affaires, un record appréciable de services rendus à la communauté et une connaissance approfondie des besoins de l'homme en dehors des considérations purement matérielles.

"Au delà de vos responsabilités en tant qu'homme d'affaires et homme politique, vous avez généreusement mis vos capacités et votre expérience au profit de vos concitoyens dans la solution des problèmes municipaux, constituant pour tous un exemple typique de l'influence que peut exercer le citoyen chargé de fonctions publiques pour le plus grand bien de sa ville, de sa province et du pays tout entier.

National Council of the Community Planning Association of Canada

The National Council of CPAC, which assumed office immediately after the Annual General Meeting in September, is constituted as follows:

1 year term: Raymond Brunet, Hull, Quebec; Honourable Sir Brian Dunfield, St. John's, Nfld.; Mrs. J. R. Hoag, Regina; F. Gerald Ridge, Willowdale, Ontario; Eric W. Thrift, Winnipeg.

2 year term: G. M. Grant, Montreal; George B. Langford, Toronto; W. J. Lavigne, Montreal; J. S. B. Pemberton, Montreal; A. E. Walford, Montreal.

3 year term: C. E. Campeau, M.P., Montreal; Denis Cole, Red Deer, Alberta; Allan O'Brien, Halifax; J. H. Steede, Vancouver, Gordon Stephenson, Toronto.

The CMHC representative is Roger Marier, an executive director of the Corporation.

Brief biographies of the members of the new Council are given below:

RAYMOND BRUNET, O.B.E. Mr. Brunet is President of Ed. Brunet and Sons Ltd., a general contracting firm operating in the National Capital area. For eight years he was mayor of Hull, Quebec, and in 1947 he was President of the Quebec Federation of Mayors. In the same year, he was a delegate from the C.F.M.M. to the International Congress of Municipalities at The Hague. He was a Federal District Commissioner from 1945-1948 and President of the Canadian Construction Association in 1954. In 1956-7 he was Honorary Chairman of the National Capital Region Branch of CPAC.

CHARLES-E. CAMPEAU. M.P. for Montreal-St. James, Mr. Campeau has been the National President of CPAC since October, 1956. Formerly Director of Planning for the City of Montreal, he served as secretary on two important commissions: The Commission for the Study of Transport, and the Commission for the Inquiry into Metropolitan Problems of the Montreal Region. Mr. Campeau has been a director of the T.P.I.C. and is president of La Société des Urbanistes Professionnels du Québec.

DENIS COLE. Mr. Cole is the Director of the Red Deer District Planning Commission and has been a National Councillor of CPAC since 1957. He is also a member of the executive of the Alberta Division of CPAC. Before coming to Canada in 1953, Mr. Cole was associated with town and rural development in the U.K., Lebanon and Iraq.

THE HONOURABLE SIR BRIAN DUNFIELD, Q.C. A Justice of the Supreme Court of Newfoundland since 1939, Sir Brian is an Honorary Member and immediate Past President of CPAC. He was Secretary of the Rural Reconstruction Commission for thirteen years, Chairman of the Commission on Housing and Town Planning for St. John's from 1942-1944, Chairman of the St. John's Housing Corporation from 1944-1949, and a member of the St. John's Town Planning Commission since 1945.

GEORGE M. GRANT, C.B.E. Mr. Grant is the Vice President in charge of public relations for the Bell Telephone Company of Canada. During World War II he was director of mechanical maintenance at National Defence Headquarters and was instrumental in the formation of the Royal Canadian Electrical and Mechanical Engineers. In 1951, the Canadian Government again requested his services and he became coordinator of defence production. He returned to the Bell Telephone Company in 1954.

MRS. J. R. HOAG. Mrs. Hoag is Chairman of the Regina Planning Commission and Vice Chairman of the Saskatchewan Provincial Zoning Appeals Board. She is Chairman of the Operations Committee of the Pioneer Village Housing Corporation, first Vice President of the John Howard Society, and a member of the National Commission on the Indian Canadian.

GEORGE B. LANGFORD. Head of the Department of Geological Sciences at the University of Toronto, Professor Langford is a former deputy minister of the Ontario Department of Planning and Development. He was a member of the Metropolitan Toronto Planning Board and was the first Chairman of the North York Planning Board. He has also been an adviser on planning studies at the University of Toronto.

W. J. LAVIGNE. Manager of the Industrial Development Department of The Shawinigan Water and Power Company, Mr. Lavigne has been a municipal councillor of Hudson, Quebec, for the past six years. He is a former National Vice President of the Agricultural Institute of Canada and is currently Vice President of the Association of Industrial Commissioners of Quebec.

ROGER MARIER: Executive Director, CMHC. A graduate of Laval University with degrees in arts, law and social science, Mr. Marier also holds a Master of Science degree in social work from the Catholic University of America, Washington, D.C. In 1951 he became an associate professor at McGill, after having served as Assistant Director of the School of Social Work at Laval. He joined CMHC in 1956. A year later he became Director of the Quebec Region, a post he held until he was appointed to his present position in August, 1959.

ALLAN O'BRIEN. Mr. O'Brien is an alderman of the City of Halifax and has served on the National Council of CPAC since 1957. He is presently a member of both the Halifax Redevelopment Committee and the Halifax Town Planning Board.

J. S. B. PEMBERTON. Since 1957, Mr. Pemberton has been Treasurer of the Sun Life Assurance Company of Canada. He is responsible for the operation of the Investment, Mortgage and Real Estate Departments of the Company. Mr. Pemberton is a director of various Canadian companies, and for six years he was alderman and Commissioner of Finance for the City of Westmount.

F. GERALD RIDGE. Mr. Ridge, an urban geographer, is Supervisor of Population Research for the Board of Education, Township of North York, Metropolitan Toronto. A specialist in sub-Arctic settlements, he was formerly associated with the relocation of Aklavik, N.W.T., for the federal Department of Northern Affairs. Mr. Ridge is Chairman of the Ontario Division of CPAC.

J. H. STEEDE. Mr. Steede is Vice President and Chief Engineer of the B.C. Electric Company Limited. He is currently Vice President of the Canadian Electrical Association and he is Chairman of the British Columbia Division of CPAC.

GORDON STEPHENSON. Head of the Division of Town and Regional Planning at the University of Toronto, School of Architecture, Professor Stephenson is widely known in many countries for his distinguished work in both architecture and planning. He is currently planning consultant to the cities of Toronto, Ottawa and Halifax.

ERIC W. THRIFT. Director of the Metropolitan Planning Commission of Greater Winnipeg since 1945, Mr. Thrift is an executive of various planning committees for both the city and the province. He is currently Vice President of CPAC. Mr. Thrift is also a Director of A.S.P.O. and is a past president of the T.P.I.C. and the Manitoba Association of Architects.

MAJOR-GENERAL A. E. WALFORD, C.B., C.B.E., M.M., E.D. Major-General Walford served in the Canadian Army during both World War I and II. He is Director and Treasurer of Henry Morgan & Co. Ltd., President of the Morgan Trust Company, Chairman of Canadian Vickers Ltd., and a director of several other Canadian corporations.

Conseil national de L'Association canadienne d'Urbanisme

Le Conseil national de l'ACU, qui est entré en fonction le 16 septembre 1959, lors de l'assemblée générale annuelle:

pour le mandat de un an: Raymond Brunet, Hull, Québec; L'honorable Sir Brian Dunfield, St-Jean, T.-N.; Madame J-R. Hoag, Regina; F-Gerald Ridge, Willowdale, Ontario; Eric-W. Thrift, Winnipeg.

pour le mandat de deux ans: G-M. Grant, Montréal; George-B. Langford, Toronto; W-J. Lavigne, Montréal; J-S-B. Pemberton, Montréal; A-E. Walford, Montréal.

pour le mandat de trois ans: C-E. Campeau, M.P. Montréal; Denis Cole, Red Deer, Alberta; Allan O'Brien, Halifax; J-H. Steede, Vancouver; Gordon Stephenson, Toronto.

Le représentant de la SCHL: Roger Marier, un directeur exécutif de la SCHL. Cette nomination est pour un an.

Ci-après, de courtes biographies des membres du nouveau conseil:

RAYMOND BRUNET, O.B.E. M. Brunet est président de Ed. Brunet et Fils Limitée, une compagnie d'entrepreneurs généraux dans la région de la capitale nationale. Il fut maire de Hull, Québec, pendant 8 ans et en 1947, il fut président de la Fédération des maires de Québec. Au cours de l'année, il fut délégué de la F.C.M.M. au Congrès International des municipalités à la Haye. Il fut commissaire du district fédéral de 1945-1948 et président de l'Association canadienne de construction en 1954. De 1956 à 1958, il fut président honoraire de la division de la région de la capitale nationale de l'ACU.

CHARLES-E. CAMPEAU. Député fedéral de Montréal-St-Jacques, M. Campeau est président national de l'ACU depuis octobre 1956. Autrefois directeur du service d'urbanisme de la cité de Montréal, il fut secrétaire de deux commissions importantes: la Commission pour l'étude du transport, et la Commission sur les enquêtes dans les problèmes métropolitains de la région de Montréal. M. Campeau a été un directeur du T.P.I.C. et est président de la Société des Urbanistes professionnels du Québec.

DENIS COLE. M. Cole est le directeur de la *Red Deer District Planning Commission* et est conseiller national de l'ACU depuis 1957. Il est également membre de l'exécutif de la division d'Alberta de l'ACU. Avant de venir au Canada en 1953, M. Cole s'occupa du développement urbain et rural, au Royaume-Uni, au Liban et en Iraq.

L'HONORABLE SIR BRIAN DUNFIELD, C.R. Juge de la Cour Suprême de Terre-Neuve depuis 1939, Sir Brian est un membre honoraire et président sortant de charge de l'ACU. Il fut secrétaire de la *Rural Reconstruction Commission* durant 13 ans, président de la *Commission on Housing and Town Planning* pour St-Jean T.N., 1942-1944; président de la *St. John's Housing Corporation* 1944-1949; et membre de la Commission d'Urbanisme de St-Jean T.N. depuis 1945.

GEORGE M. GRANT, C.B.E. M. Grant est le vice-président en charge des relations publiques pour la compagnie de téléphone Bell du Canada. Au cours de la 2ième guerre mondiale, il était directeur de l'entretien des pièces mécaniques aux quartiers généraux de la Défense nationale, où il a contribué à la formation du *Royal Canadian Electrical and Mechanical Engineers Corps*. En 1951, le gouvernement canadien a de nouveau fait appel à ses services et il devint coordonnateur pour la production de défense. Il est retourné à la compagnie de téléphone Bell en 1954.

MME J. R. HOAG. Mme Hoag est présidente de la *Regina Planning Commission* et vice-présidente de la *Saskatchewan Provincial Zoning Appeals Board*. Elle est présidente du *Operations Committee of the Pioneer Village Housing Corporation*, première vice-présidente de la *John Howard Society*, et membre de la Commission nationale sur le Canadien Indien.

GEORGE B. LANGFORD. Chef du département des sciences géologiques de l'Université de Toronto; le professeur Langford a déjà été sous-ministre de l'*Ontario Department of Planning and Development*. Il était un membre du *Metropolitan Toronto Planning Board* et il fut le premier président du *North York Planning Board*. If fut également un conseiller dans les études d'urbanisme de l'Université de Toronto.

W. J. LAVIGNE. Gérant du département du développement industriel de Shawinigan Water and Power Company, M. Lavigne a été conseiller municipal de Hudson, Qué., durant les six dernières années. Il a déjà été vice-président national de l'*Agricultural Institute of Canada*, et il est présentement vice-président de l'Association des commissaires industriels du Québec.

ROGER MARIER: Directeur exécutif, S.C.H.L. Diplôme de l'Université Laval avec grades en arts, en loi, et en sciences sociales. Monsieur Marier détient également le grade de maitre ès sciences en travail social de la *Catholic University of America, Washington, D.C.* En 1951, il devint professeur associé à l'Université McGill, après avoir servi de directeur adjoint à l'école de travail social à l'Université Laval. Il fut embauché à la S.C.H.L. en 1956. Un an plus tard, il devint directeur de la région de Québec, poste qu'il a occupé jusqu'à ce qu'il soit nommé à son emploi actuel en août 1959.

ALLAN O'BRIEN. M. O'Brien est un échevin de la cité d'Halifax et il est un membre du Conseil national de l'ACU depuis 1957. Il est membre du *Halifax Redevelopment Committee* et du *Halifax Town Planning Board.*

J. S. B. PEMBERTON. Depuis 1957, M. Pemberton est trésorier de la Sun Life Assurance Company of Canada. Il est responsable de l'opération des départements de placements, d'hypothèques, et de propriétés immobilières de la compagnie. M. Pemberton est directeur de diverses compagnies canadiennes, et depuis 6 ans, il est échevin et commissaire des finances pour la cité de Westmount.

F. GERALD RIDGE. M. Ridge, géographe urbain, est surintendant des Recherches sur la population pour la commission d'éducation du *Township of North York, Metropolitan Toronto.* Un spécialiste des colonies du territoire subarctique, il fut autrefois associé à l'aménagement d'Aklavik T.N.-O pour le ministère fédéral des Affaires du Grand Nord. M. Ridge est le président de la division d'Ontario de l'ACU.

J. H. STEEDE. M. Steede est vice-président et ingénieur en chef de B.C. Electric Company Limited. Il est présentement vice-président de la *Canadian Electrical Association* et il est président de la Division de la Colombie-Britannique de l'ACU.

GORDON STEPHENSON. Chef de la Division de l'urbanisme municipal et régional à l'Ecole d'Architecture de l'Université de Toronto. Le professeur Stephenson est bien connu dans plusieurs pays pour son travail remarquable tant en architecture qu'en urbanisme. Il est présentement consultant en urbanisme pour les cités de Toronto, Ottawa et Halifax.

ERIC W. THRIFT. Directeur de la *Metropolitan Planning Commission of Greater Winnipeg* depuis 1945, M. Thrift est un exécutif de divers comités d'urbanisme, tant pour la cité que pour la province. Il est présentement vice-président de l'ACU. M. Thrift est également membre du conseil d'administration de l'A.S.P.O. et il est un ancien président du T.P.I.C. et de la *Manitoba Association of Architects.*

MAJOR-GÉNÉRAL A. E. WALFORD, C.B., C.B.E., M.M., E.D. Le major-général Walford a servi dans l'armée canadienne au cours des deux guerres mondiales. Il est directeur et trésorier de Henry Morgan & Co. Ltd., président de Morgan Trust Company, président de Canadian Vickers Ltd., et directeur de plusieurs autres compagnies canadiennes.

OPENINGS IN COMMUNITY PLANNING

CORPORATION OF THE DISTRICT OF BURNABY. Research Planner. Salary $4,800 to $6,500 depending on qualifications. Duties: to plan, coordinate and conduct planning surveys in a fast growing 36 square mile coastal district, with population of 100,000. Qualifications: Degree in planning or related field desirable, plus experience. (39-59)

HAMILTON-WENTWORTH PLANNING AREA BOARD. Director of Planning. Salary Range: $6,950 to $9,550. Starting salary is commensurate with previous experience and ability. Qualifications: Applicant must have previous experience relative to town and regional planning and must be a graduate of a recognized university possessing a degree in one of the following subjects--city planning, architecture, landscape architecture, civil engineering or other related fields. Applicant should have a personality capable of maintaining good public and personnel relations. (40-59)

Assistant Planner. Salary range: $4,750 to $5,850. Starting salary commensurate with previous experience and ability. Applicant will be required to assist Director of Planning and his Deputy in operating and supervising the work of the Hamilton-Wentworth Planning Area Board. Will also be required to undertake work on the Official Plan of the Hamilton-Wentworth Planning area. Previous experience in planning preferred but educational background will be considered as a substitute. Applicant must be a graduate of a recognized university possessing a degree in one of the following subjects: regional or city planning, architecture, landscape design or related fields, work on official plan and development control. A recent graduate will be considered. Applicant should have a personality capable of maintaining good public and personnel relations. (41-59)

Apply: Director of Personnel, City Hall, Hamilton, Ontario.

CITY OF EDMONTON, ALBERTA. Planner (Executive Grade IIIA). Salary up to $7,151 per annum. The successful applicant will be required to take charge of one of two groups dealing with matters relating to the design of new residential and industrial areas, and development control. He will be required to supervise the group, prepare reports and work in conjunction with the research and development plan group. (42-59)

Three Planning Assistants IV (Executive Grade IB). Salary up to $6,000 per annum. The successful applicants will be required to assist the planner in charge of either the development plan and research group, or the design and development control groups, and to act on his behalf in his absence, in supervising technical staff. (43-59)

Applicants for both positions should be Associate Members of the Town Planning Institute, the Town Planning Institute of Canada, or the American Institute of Planners. Preference will be given to candidates holding additional qualifications in a related field.

Apply: W. R. Brown, Director of Planning, City Hall, Edmonton, Alberta, Canada.

METROPOLITAN HALIFAX-DARTMOUTH AREA. Director of Housing Study. Salary $8,000 to $10,000, commensurate with qualifications and experience. The study will examine, over a period of three years, the housing situation in the City of Halifax, the Town of Dartmouth and that part of the County within the Metropolitan Area, with particular reference to the quantity and quality of housing in relationship to the present and future needs of this area; it will also make recommendations for future action. Applicants should possess a degree in Community Planning, Architecture, Social Science, or Engineering, should have experience in conducting detailed surveys of housing requirements and must have the ability and experience to relate the results to regional planning proposals. (44-59)

For further information and application forms please write to: D. J. Bird, Director of Community Planning, Department of Municipal Affairs, Halifax, Nova Scotia.

Resolutions of the Annual General Meeting

Resolution Number One—PROVINCIAL PLANNING

WHEREAS there is an urgent need for improved planning legislation and adequate staff and planning facilities in most of the Provinces of Canada:

THEREFORE BE IT RESOLVED that the Community Planning Association of Canada urge the Provincial Governments concerned to take the following steps to satisfy these needs:

(1) A study of desirable planning legislation in the light of today's municipal problems in their provinces;

(2) The establishment of an inter-departmental committee to co-ordinate the planning of the various provincial departments insofar as such planning affects urban development;

(3) To take steps at the provincial level to assist small cities and towns to solve their planning problems through the provision of adequate budgets for planning divisions and the employment of qualified planning personnel.

Resolution Number Two—CAPITAL BUDGETS

WHEREAS the preparation and adoption of official or master plans by councils of urban municipalities without due consideration of the financial impact of such plans on the yearly estimates is poor administrative planning:

THEREFORE BE IT RESOLVED that the councils of urban municipalities be urged to prepare and adopt long-term capital budgets and revise same from year to year.

Resolution Number Three—MUNICIPAL BOUNDARIES

WHEREAS experience has shown that urban municipalities do not co-operate with each other on their own initiative:

THEREFORE BE IT RESOLVED that the provincial governments of Canada be requested to take the lead in initiating plans for the co-ordination of municipal services in urban areas, whether by metropolitan government, annexation, amalgamation or other means.

Resolution Number Four—URBAN RENEWAL IN SMALLER CENTRES

WHEREAS renewal problems exist in the smaller urban centres AND WHEREAS it appears that only the large urban centres are taking advantage of the urban renewal legislation:

THEREFORE BE IT RESOLVED that the smaller urban centres where renewal problems exist be urged to examine the legislation to ascertain if they could qualify for application to Central Mortgage and Housing Corporation for an Urban Renewal Study.

Resolution Number Five—A CALL TO ACTION

WHEREAS more than two-thirds of the people of Canada now live in urban areas and the proportion is increasing annually;

WHEREAS with every passing year the pressures and need for urgent and costly programs of local improvements and modern community facilities continue to mount;

WHEREAS in most Canadian cities and towns there are substantial areas of unattended obsolescence and creeping blight;

WHEREAS growth in the urban population has created an increasing demand for new schools, new roads, new hospitals, new water and sewerage systems and other essential municipal facilities;

WHEREAS the spread of urban blight and obsolescence, particularly in our older and larger cities, has a depreciating effect on property use and property values, with consequent serious revenue decline to municipal governments;

WHEREAS the flight to the suburbs has added vast new capital municipal needs to an already large backlog born of depression and war;

WHEREAS technological advances have outmoded much of the standard municipal plant and facilities of an earlier period;

WHEREAS increasing prosperity has brought with it the demand that we use our economic abundance to generate higher levels of human and community well being;

WHEREAS we are living in a period when the progressive achievements of our Canadian democracy are being challenged by other economic and political ideologies with the ideological crisis of our times being most evident in our cities and towns;

WHEREAS the homes men live in, the schools their children attend, the social institutions and cultural facilities which are available, the means of transportation and amenities of life are the physical standards by which men judge the measure of a good society;

WHEREAS, in effect, our cities and towns have become the symbols of our democratic civilization;

WHEREAS there is little prospect that any substantial proportion of the social capital needs of our cities and towns can be provided unless facilitating financial assistance can be made available to municipal governments;

WHEREAS the expenditures of the federal and provincial governments for assistance to and the development of our cities and towns are inadequate to meet the urban renewal and growth needs of our expanding cities and towns;

WHEREAS the problems of urban growth and renewal are common to all of urban Canada and are therefore national in character;

WHEREAS nothing less than a massive and concerted attack on the needs of our urban communities will be sufficient to make of them the kind of cities and towns worthy of our capabilities and aspirations as a national community:

THEREFORE BE IT RESOLVED that the Community Planning Association of Canada in annual Conference call upon the Federal and Provincial and Municipal governments of Canada to join together in a determined endeavour to provide the leadership and legislative and financial facilities required in order to make Canadian cities and towns models of modern technological and functional efficiency and habitations where people can work and live and enjoy the amenities of life under conditions of safety, health and pleasant surroundings.

AND BE IT ALSO RESOLVED that the Community Planning Association of Canada invite the active participation of national and local organizations and the leaders of business and industry and of finance and labour in the problems of urban growth and development and urge them to lend their fullest co-operation and support in programs of urban renewal and development throughout the nation.

Resolution Number Six—PRESERVATION AND USE OF WATERFRONT LAND

This assembly has been enlightened by Dr. Pleva's words of fact and promise when he reported to the assembly on his objective study of the natural wealth and expectations of growth in the entire watershed of the St. Lawrence River and possibilities of preservation and wise public use of important waterfront areas.

1. Bearing in mind, particularly, his evidence of the resources which are available now and which can still be preserved, and
2. Mindful that there is as yet no authority which accepts the responsibility to foster or implement the co-ordination and extension of all the many individual private and public efforts which are now being made in both Canada and the United States.

IT IS HEREBY RESOLVED that the Community Planning Association of Canada should in future regard as one of its special endeavours the promotion of the preservation and wisest use of waterfront land in this basin and should take what steps are within its power to encourage the formation of any responsible authority or other effective group which appears advisable to implement the general aims implicit herein.

Resolution Number Seven—PROPOSED BY THE ALBERTA DIVISION EXECUTIVE

1. RESOLVED that at the next CPAC Conference a whole afternoon be set aside for the Annual Meeting of the Association at which time resolutions concerning the activities and administration of C.P.A.C. might be entertained.

2. RESOLVED that at future conferences of CPAC the sociological approach be more prominent as the theme of the Conference.

RESOLUTION NUMBER EIGHT—PROPOSED BY THE ONTARIO DIVISION EXECUTIVE

WHEREAS, the Executive of the Ontario Division of the Community Planning Association of Canada has prepared a Critical Review of the Community Planning Association of Canada, and WHEREAS, this Review indicates the need to re-examine the constitution, financial structure and organization of the Community Planning Association of Canada.

THEREFORE, BE IT RESOLVED

That this meeting strike a SPECIAL NATIONAL COMMITTEE, composed of members of the National Executive Committee and one representative from each Division (the Committee to elect its own Chairman), and

FURTHER, that this SPECIAL NATIONAL COMMITTEE shall thoroughly examine the existing constitution, organization, and financial structure of the Community Planning Association of Canada in the coming year, and

FURTHER, that sufficient funds be made available to ensure at least two full meetings of the Committee during the coming year, and

FINALLY, that the SPECIAL NATIONAL COMMITTEE shall report its findings to the next Annual General Meeting of the Association.

Résolutions de l'Assemblée générale annuelle de l'A.C.U.

Résolution numéro un—URBANISME PROVINCIAL

ATTENDU qu'il y a un besoin urgent de législation d'urbanisme améliorée et de personnel satisfaisant ainsi que de facilités d'urbanisme dans la plupart des provinces du Canada:

À CES CAUSES, QU'IL SOIT RÉSOLU que l'Association Canadienne d'Urbanisme exhorte les gouvernements provinciaux inéresés à prendre les mesures suivantes afin de satisfaire ces besoins:

1) Une étude d'une législation d'urbanisme désirable à la lumière des problèmes municipaux du jour dans leur province;

2) L'établissement d'un comité interdépartemental afin de coordonner le planning des divers départements provinciaux dans la mesure où ce planning affecte le développement urbain;

3) Prendre les mesures au niveau provincial pour aider les petites cités et villes à résoudre leurs problèmes d'urbanisme par le truchement de provisions budgétaires adéquates destinées aux divisions d'urbanisme et à l'embauchage d'un personnel d'urbanisme dûment qualifié.

Résolution numéro deux—BUDGETS

ATTENDU QUE la préparation et l'adoption de plans officiels ou de plans directeurs par les conseils des municipalités urbaines sans considération appropriée de la percussion financière de ces plans sur les estimés annuels, est une carence dans le planning administratif.

À CES CAUSES, QU'IL SOIT RÉSOLU que les conseils des municipalités urbaines soient priés de préparer et d'adopter des budgets à longs termes et de les reviser d'une année à l'autre.

Résolution numéro trois—FRONTIÈRES MUNICIPALES

ATTENDU QUE l'expérience a démontré que les municipalités urbaines ne collaborent pas de leur propre chef, les unes avec les autres.

À CES CAUSES, QU'IL SOIT RÉSOLU que les gouvernements provinciaux du Canada soient priés de prendre les devants afin d'amorcer des plans pour la coordination des services municipaux dans les régions urbaines, sous l'égide d'un gouvernement métropolitain, ou par voie d'annexion ou d'amalgamation, ou par d'autres moyens.

Résolution numéro quatre—RÉNOVATION URBAINE DANS LES CENTRES PLUS PETITS

ATTENDU QUE les problèmes de rénovation existent dans les centres urbains plus petits.

ET ATTENDU qu'il semble que seuls les grands centres urbains se prévalent de la législation sur la rénovation urbaine:

À CES CAUSES, QU'IL SOIT RÉSOLU que les centres urbains plus petits où il existe des problèmes de rénovation, soient priés d'examiner la législation pour s'assurer s'ils ne seraient pas admissibles à solliciter l'aide de la Société centrale d'hypothèques et de logement en vue de faire une étude de rénovation urbaine.

Résolution numéro cinq—UN APPEL À LA TÂCHE

ATTENDU QUE plus des deux tiers de la population du Canada résident maintenant dans les régions urbaines et que la proportion augmente annuellement;

ATTENDU qu'avec chaque année, la pression et le besoin de programmes urgents et coûteux d'amélioration locale et de facilités communautaires modernes continuent d'augmenter;

ATTENDU QUE dans la plupart des cités et des villes canadiennes, il y a de vastes étendues de constructions désuètes négligées et de délabrement toujours grandissant;

ATTENDU QUE l'accroissement de la population urbaine a créé un besoin croissant de nouvelles écoles, de nouveaux chemins, de nouveaux hôpitaux, de nouveaux systèmes d'aqueduc et d'égout et d'autres services municipaux essentiels;

ATTENDU QUE l'expansion de la désuétude et du délabrement urbain particulièrement dans nos cités plus vieilles et plus grandes, a un effet désastreux sur l'emploi de la propriété et les valeurs immobilières suivi d'une baisse subséquente sérieuse de revenu pour les gouvernements municipaux;

ATTENDU QUE l'envolée vers la banlieue a ajouté d'énormes nouveaux besoins de capitaux municipaux, aux reliquats déjà élevés provoqués par la dépression et la guerre;

ATTENDU QUE l'avancement technologique a rendu désuète une grande partie des usines et des facilités municipales régulières d'une époque déjà reculée;

ATTENDU QUE la prospérité grandissante a exigé que nous employons notre abondance économique à améliorer le bien-être de l'homme et de la communauté;

ATTENDU QUE nous vivons dans une période où les accomplissements progressifs de notre démocratie canadienne sont mis au défi par d'autres idéologies économiques et politiques alors que la crise idéologique de notre temps est le plus en évidence dans nos cités et nos villes.

ATTENDU QUE les maisons dans lesquelles les hommes vivent, les écoles où vont leurs enfants, les institutions sociales et les facilités culturelles qui sont disponibles, les moyens de transport et les agréments de la vie, sont les normes physiques par lesquelles les hommes jugent d'une bonne société.

ATTENDU QUE, effectivement, nos cités et nos villes sont devenues les symboles de notre civilisation démocratique;

ATTENDU qu'il est très peu probable qu'une proportion suffisante des besoins de capitaux pour les fins sociales de nos cités et villes puisse être fournie à moins qu'une aide financière soit mise à la disposition des gouvernements municipaux;

ATTENDU QUE les dépenses des gouvernements fédéral et provinciaux, octroyées pour aider à nos cités et villes et à leur

développement, sont insuffisantes pour répondre aux besoins de rénovation et de croissance urbaine de nos cités et villes grandissantes;

ATTENDU QUE les problèmes d'accroissement et de rénovation urbaine sont les mêmes pour tout le Canada urbain et sont en conséquence, de caractère national;

ATTENDU qu'il ne faut rien de moins qu'une attaque en masse et concertée aux besoins de nos communautés urbaines qui suffira à en faire des cités et des villes qui soient dignes de nos capacités et de nos aspirations comme communauté nationale:

À CES CAUSES, QU'IL SOIT RÉSOLU que l'Association Canadienne d'Urbanisme en conférence annuelle, fasse appel aux gouvernements fédéral, provinciaux et municipaux pour qu'ils s'unissent dans un effort déterminé afin de fournir la direction et les facilités législatives et financières requises pour qu'on fasse des cités et des villes canadiennes des modèles d'efficacité technologique et fonctionnelle moderne et des habitations où le peuple peut travailler et vivre et jouir des agréments de la vie dans des conditions de sécurité et de santé et dans un environnement plaisant.

ET QU'IL SOIT RÉSOLU DE PLUS que l'Association Canadienne d'Urbanisme invite les organisations nationales et locales et les dirigeants d'affaires et d'industrie et les dirigeants de finance et de main-d'oeuvre, à participer activement aux problèmes de la croissance et du développement urbain et les inscite à prêter leur plein concours et à donner tout leur appui aux programmes de rénovation et de développement urbains dans tout le pays.

Résolution numéro six—PRÉSERVATION ET EMPLOI DU TERRAIN SUR LE BORD DE L'EAU

Cette assemblée a été éclairée par les paroles remplies de faits et de promesses du docteur Pleva lorsqu'il a fait rapport de son étude objective de la richesse naturelle et de l'attente de l'accroissement dans tout le bassin du Fleuve St-Laurent et des possibilités de préservation et d'emploi public sage des régions importantes faisant face aux cours d'eau.

1. En se souvenant, particulièrement, des ressources qui sont disponibles présentement et qui peuvent être encore préservées, et
2. En tenant compte du fait qu'il n'y a pas encore d'autorité qui accepte la responsabilité d'encourager ou de mettre en oeuvre la coordination et l'extension de tous les efforts tant individuels, particuliers que publics qui sont faits présentement au Canada et aux États-Unis.

IL EST RÉSOLU PAR LES PRÉSENTES que l'Association Canadienne d'Urbanisme devrait, à l'avenir, considérer, comme un de ses efforts spéciaux, l'encouragement de la préservation et l'emploi le plus sage du terrain donnant sur l'eau dans ce bassin, et devrait prendre toutes les mesures en son pouvoir pour encourager la formation de toute autorité responsable ou autre groupe efficace, chose qui semble à conseiller, afin de chercher à atteindre les objectifs généraux contenus dans les présentes.

Résolution numéro sept—PROPOSÉES PAR L'EXÉCUTIF DE LA DIVISION DE L'ALBERTA

IL EST RÉSOLU qu'à la prochaine Conférence de l'ACU, toute une après-midi soit réservée pour l'assemblée annuelle de l'Association durant laquelle les membres pourraient être saisis des résolutions concernant l'activité et l'administration de l'ACU.

IL EST RÉSOLU que pour les conférences à venir de l'ACU, l'aspect sociologique ait une place plus importante dans le thème de la Conférence.

Résolution numéro huit—PROPOSÉES PAR L'EXÉCUTIF DE LA DIVISION DE L'ONTARIO

ATTENDU QUE l'exécutif de la Division de l'Ontario de l'Association Canadienne d'Urbanisme a préparé une étude critique de l'Association Canadienne d'Urbanisme, et

ATTENDU QUE cette étude indique qu'il est nécessaire d'examiner à nouveau la constitution, la structure financière et l'organisation de l'Association Canadienne d'Urbanisme,

À CES CAUSES, QU'IL SOIT RÉSOLU

Que cette assemblée établisse un COMITÉ NATIONAL SPÉCIAL, composé des membres du Comité exécutif national et d'un représentant de chaque division, (le Comité choisira son propre président), et

DE PLUS, que ce COMITÉ NATIONAL SPÉCIAL examine les présentes constitution, organisation, et structure financière de l'Association Canadienne d'Urbanisme au cours de l'année qui s'amène, et

DE PLUS, que des fonds suffisants soient rendus disponibles afin d'assurer qu'au moins deux réunions complètes du Comité aient lieu au cours de l'année qui s'amène, et

FINALEMENT, que le COMITÉ NATIONAL SPÉCIAL fasse rapport des résultats de ses études lors de la prochaine assemblée générale annuelle de l'Association.

Planned Estates Answer to Wasteful Land Usage

The Lower Mainland must begin to "conserve and apportion every acre" of its land so that each is put to the best use, either for industry, for commerce, for recreation, in the production of food or in the provision of home sites.

This advice was given Wednesday by one of the province's senior industrial land developers, Gen. Sir Ouvry Roberts, president of Grosvenor-Laing (B.C.) Ltd., in an address before Northwest Electric Light and Power Association here.

He warned that wasteful "sprawl" development was taking place right now in the area. . .

Gen. Roberts said Canada was at present experiencing a pause in national growth, but the country's position as a resources country in a world facing over-population inevitably means "that our development will break out again with renewed vigor". . .

But planning for industry was necessary; "all of the old cities of the world missed the opportunity, in whole or in part, and most of the young cities are missing it now."

The industrial estate is the 20th century's answer to the industrialist's problem of location and "will become generally accepted as the natural and logical solution to the problem of accommodating industry in our cities," said Gen. Roberts.

In this age of specialization the industrialist must concentrate on his main task of manufacturing and marketing, and leave plant site to people trained in that field.

From the VANCOUVER PROVINCE, October 1, 1959.

COMMUNITY PLANNING NEWS
NOUVELLES D'URBANISME

EDITORIAL STAFF: *Eric Beecroft, Miss J. M. Laventure, Mrs. Jennifer R. Joynes*

The Community Planning News is issued to its members by the Community Planning Association of Canada. Opinions expressed in the News are not necessarily those of the Association. The object of CPAC is "to foster public understanding of, and participation in, community planning in Canada." If you would like someone else to see this literature, please remail them your copy of the News or ask us to send a copy. Your cooperation in making CPAC's work known will be appreciated by all officers and members.

If you are not a CPAC Member and you wish to receive the Community Planning News, the Community Planning Review and other Members' publications write to CPAC at 77 MacLaren Street, Ottawa 4.

Dues are $5.00 per year.

SCRAM SAM!

"In Ottawa we have an obvious site for a heliport at Nepean Point, just to the rear of the Chateau Laurier. It is high above all obstructions, it has ample room for parking cars, and its only drawback is a statue of Champlain located in the exact spot where the helicopters should land. Champlain, being an adventurer, would not protest if he were relocated to the shadow of the Chateau where he would no longer create a hazard and an obstruction to progress." — J. C. Charleson, Managing Director, Canadian Helicopters Limited.

SPEAKING OF CANADA

"Ugliness is Not Necessary", the speech which the Right Hon. Vincent Massey, C.H., then Governor-General of Canada, made to the 1956 National Planning Conference, is undoubtedly one of the finest speeches ever made on community planning in Canada. It has been included in SPEAKING OF CANADA, a selection of speeches made by Mr. Massey while in office, published by The Macmillan Company of Canada Limited. $5.00.

URBAN RENEWAL

The report of the International Seminar on Urban Renewal, held at The Hague in August, 1958. Available from the International Federation for Housing and Planning, Alexanderstraat 2, The Hague.
Membership in the International Federation can be obtained by sending a personal cheque for $4.10, in Canadian currency, to the IFHP at the above address.

National Planning Conference 1960
Congrès National d'Urbanisme

October 23-26 octobre

Royal Connaught Hotel, Hamilton

COMMUNITY PLANNING NEWS
NOUVELLES D'URBANISME

Authorized as Second Class Mail, Post Office Department, Ottawa

Mr. Stewart Fyfe,
Dept. of Political Science,
Queen's University,
Kingston, Ont.

Published by:

COMMUNITY PLANNING ASSOCIATION OF CANADA

77 MacLaren Street, Ottawa 4.